

AMENDMENTS TO THE SPECIFICATION

Rewrite the paragraph beginning on Page 5, Line 13 as follows:

In the preferred embodiment shown in Fig. 1, the driveshaft 12 includes a male splined end portion 34, and a neck portion 36 between the male splined end portion 34 and the main tubular portion 14 of the driveshaft 12. The neck portion 36 has a diameter which is less than the diameters of both the male splined end portion 34 and the main tubular portion 14. As shown in Figs. 1-4, the preferred driveshaft 12 includes an end piece 38 which is attached to the main tubular portion 14 of the driveshaft 12. The end piece 38 includes the male splined end portion 34 and a hollow tube seat portion 40 which is attached to the main tubular portion 14. The end piece 38 also includes the neck portion 36 which has a diameter less than the diameters of both the male splined end portion 34 and the tube seat portion 40. In the embodiment shown, the male splined end portion 34 has a diameter which is smaller than the diameter of the tube seat portion 40.

Rewrite the paragraph beginning on Page 8, Line 14 as follows:

Figs. 1, 8 and 9 illustrate the angular connection between the end piece 38 of the driveshaft 12 and the front output shaft 28 of the transfer case 30, allowed by the convex splines 46 of the invention. As shown in Fig. 9, the end piece 38 and the front output shaft 28 are connected at a joint angle A (the angle between the longitudinal axis ~~L1~~ of the end piece 38 and the longitudinal axis ~~L2~~ of the front output shaft 28). Preferably, the convex splines 46 are shaped to allow a joint angle of at least about 3°, more preferably at least about 5°, and typically between about 3° and about 7°. It has been determined that the radius R1 (Fig. 6) of each of the convex side surfaces 48 of the spline 46 is the most important structural feature for allowing a desired joint angle. In general, the smaller the radius R1, the larger can be the joint angle. The optimum radius R1 will differ depending on the particular drive train assembly. The radius R2 (Fig. 7) of the convex outer surface 50 of the spline 46 also affects the amount of joint angle allowed. In general, the smaller the radius R2, the larger can be the joint angle. The optimum radius R2 will differ depending on the particular drive train assembly.